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factory, except for one building near the entrance. This building, a ceramics factory, is owned by the director of Ingenieurbau.

Ingenieurbau employs 1,000 workers; in addition, 70 to 80 electricians from local firms have been ordered to work at the Ingenieurbau for a limited period with their own tools. They have been employed to fit the electrical installations in three new ships under construction. This shipyard is a state-owned enterprise. The German manager is Anton Will.

The name of the Russian major controlling these works is unknown.

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8. Ships under construction at the Ingenieurbau shipyard are of three types: 50X1-HUM

a. A small type, built at the rate of about two per month.

b. The second type is built in two sizes, but no longer constitutes the main product of the works. One ship of the smaller variety of this type is released from the former parachute factory every week. The rate of production of the larger type is unknown. The small craft is seven meters long and 1.3 meters broad; the larger type is 17 meters long and 3½ meters broad. Both types have three thwarts and no rigging; the larger model is fitted with an engine; the smaller type has no engine and is similar to the boats formerly used by the German Navy for rowing competitions. They are painted grey, made of oak, and are strengthened by braces. When completed, these boats are transported by rail via Neubrandenburg and travel in the direction of Szczecin. At present, lack of material seriously hampers production. The smaller type cost approximately 2,000 to 3,000 RM but the Russians pay only 1,200 RM for each boat. These craft are described as lifeboats and are protected by cork.

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c. Three ships of the third type are being built in the main factory. They resemble tugs but may well be minesweepers similar to the former German Type M-43. They are being built according to Russian specifications, and should they be satisfactory, Ingenieurbau has been promised an order amounting to 20,000,000 RM.

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#### The Staatswerft

9. This firm is engaged on repair work and employs approximately 150 workers. The manager is Baurat Bruckmüller. These works can only build small craft up to the size of fishing cutters. The new slipway is half-completed.

#### Stadtwerft

10. This firm has been united with the Bergungskontor, and the new enterprise is now called Schiffsbau und Reparaturwerk and employs approximately 450 to 500 workers. The German Director is one Tops. The Russian control-officer is Major Bechmirstov. The firm is engaged in repair work only.

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11. There were no Russian troops stationed in the Stralsund area apart from the local administration unit and an MVD post.

12. The Rügendamm is operating normally for road and rail traffic. The lift bridge in Stralsund harbor is now in operation and has replaced the original temporary construction. It is operated electrically and is only lifted about twice a week because of the lack of water traffic.

13. A local cement factory, owned by one Broese, has been allocated materials and is therefore virtually idle. There is a stock of 250 to 300 tons of cement stored in the former navy barracks, the Franken-Kaserne, which will be used by Ingenieurbau when the Russians give the order to construct more of the tug/minelayer vessels described in paragraph 8c.

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